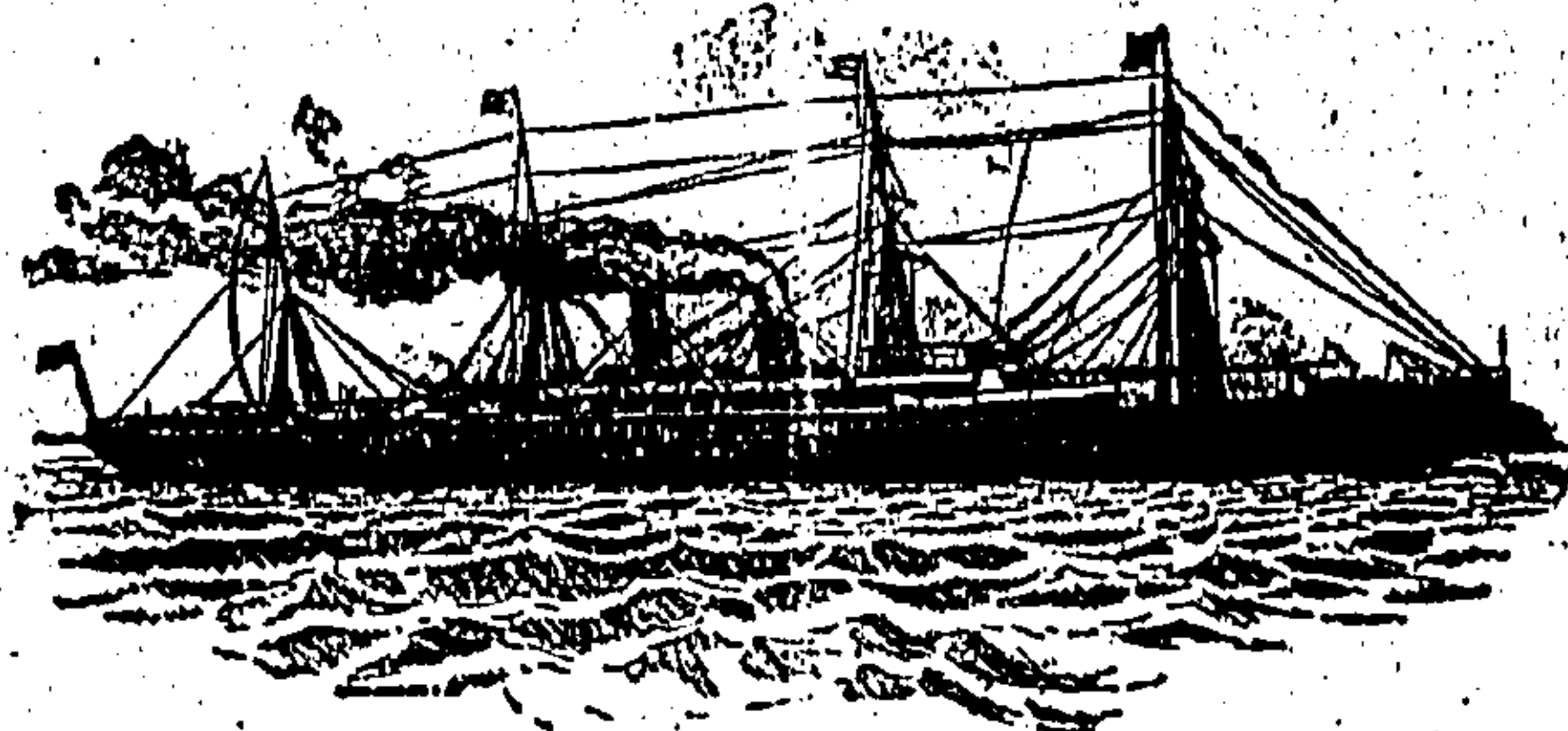


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	5,060 Gross Tons	SATURDAY, 3rd December, at Noon.
"MANCHURIA"	8,750 "	SATURDAY, 17th December, at Noon.
"DORIO"	4,784 "	SATURDAY, 24th December, at Noon.
"KOREA"	11,276 "	FRIDAY, 6th January, 1905, at Noon.
"COPTIC"	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284 "	TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639 "	FRIDAY, 3rd February, at Noon.
"CHINA"	5,060 "	FRIDAY, 17th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 3rd December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

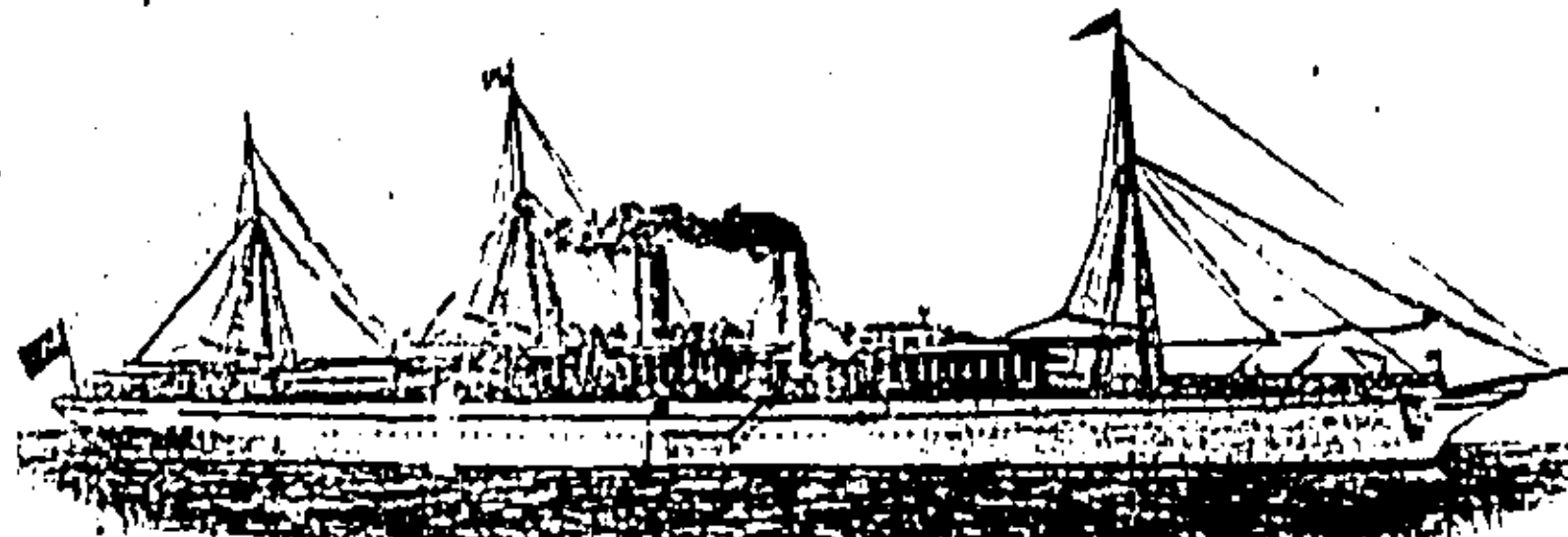
The largest and steadiest and fastest passenger ships on the Pacific.
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 29th November, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 14th December.
"ATHENIAN"	2,440 "	WEDNESDAY, 28th December.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 11th January, 1905.
"TARTAR"	4,425 "	WEDNESDAY, 25th January.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 8th February.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 8th March.

Hongkong to London, 1st Class via St. Lawrence £60. Via New York £62.
Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 11 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SEGOVIA	HAVRE and HAMBURG.	1st Dec. Freight.
Schoenfeldt	(Calling at SPOR, PENANG & COLOMBO)	
SENEGAMBIA	HAVRE, BREMEN and HAMBURG.	19th Dec. Freight.
Jabur	(Calling at SPOR, PENANG & COLOMBO)	
ARMENIA	HAVRE and HAMBURG.	20th Dec. Freight.
Fort	(Calling at SPOR, PENANG & COLOMBO)	
C. FERD. LAEISZ	HAVRE and HAMBURG.	10th January. Freight.
v. Hoff	(Calling at SPOR, PENANG & COLOMBO)	
SITHONIA	HAVRE and HAMBURG.	34th January. Freight.
Hildebrandt	(Calling at SPOR, PENANG & COLOMBO)	
ACADIA	HAVRE and HAMBURG.	7th Feb. Freight.
Eblers	(Calling at SPOR, PENANG & COLOMBO)	
ANDALUSIA	HAVRE and HAMBURG.	21st Feb. Freight.
Filler	(Calling at SPOR, PENANG & COLOMBO)	
SAMBIA	HAVRE and HAMBURG.	7th March. Freight.
Linsag	(Calling at SPOR, PENANG & COLOMBO)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 26th November, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,351 tons	Captain H. D. Jones.
"POWAN"	2,338 "	R. D. Thomas.
"FATSHAN"	2,250 "	W. A. Valentine.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 2.30 P.M.
Departures on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.
CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willor.
"NANNING"	569 "	C. Butchart.

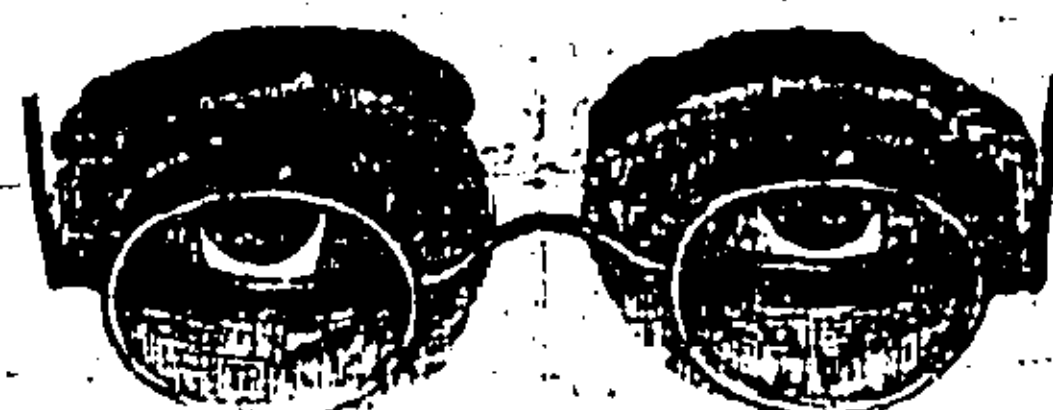
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

For Sale.

FOR SALE.

OWNER GOING HOME.

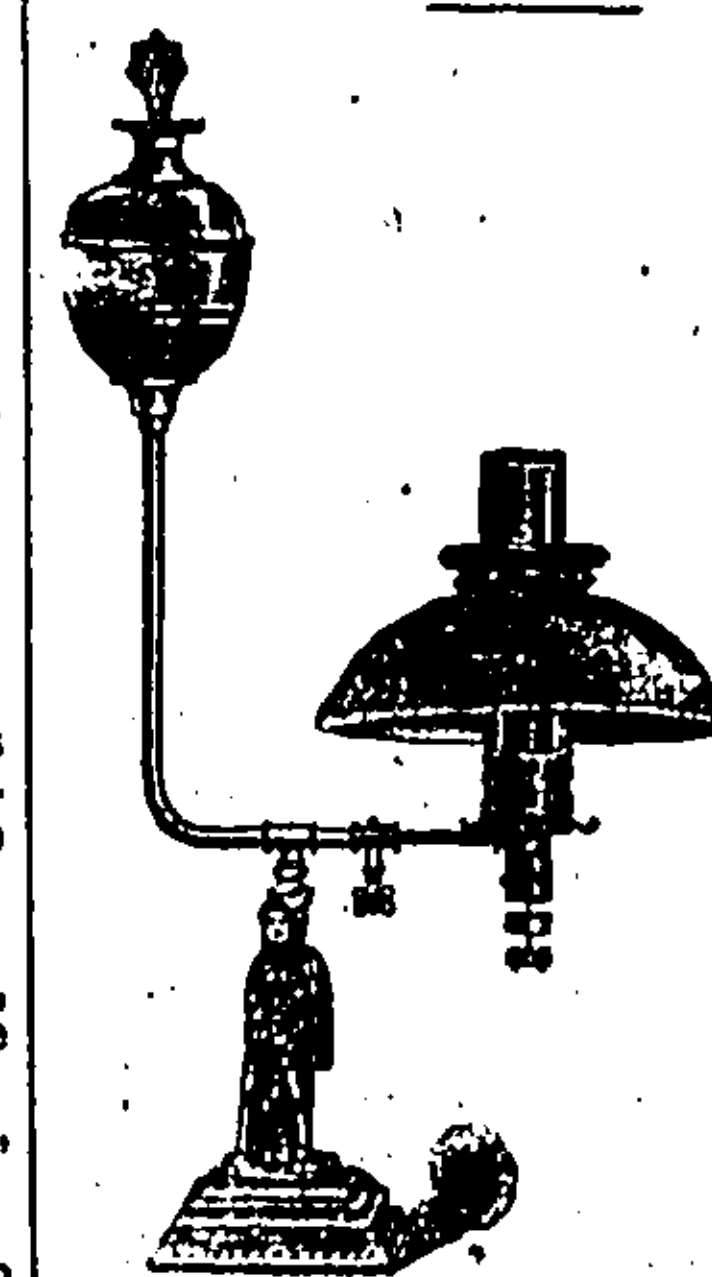
BLACK AUSTRALIAN GELDING,
height 14.0. Polo Certificate.

Apply—

ATOOS STABLES,
East Point.

Hongkong, 26th November, 1904.

FOR SALE.



INCANDESCENT,
Gasoline,
Lamps of all
descriptions
from the best
makers.

Incandescent
Lamps, of all
descriptions,
Globe, Globe,
des, etc., for
Gasoline and
Gas Lamps at
the most
moderate
prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,

55, Lyndhurst Terrace,

Hongkong, 16th November, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

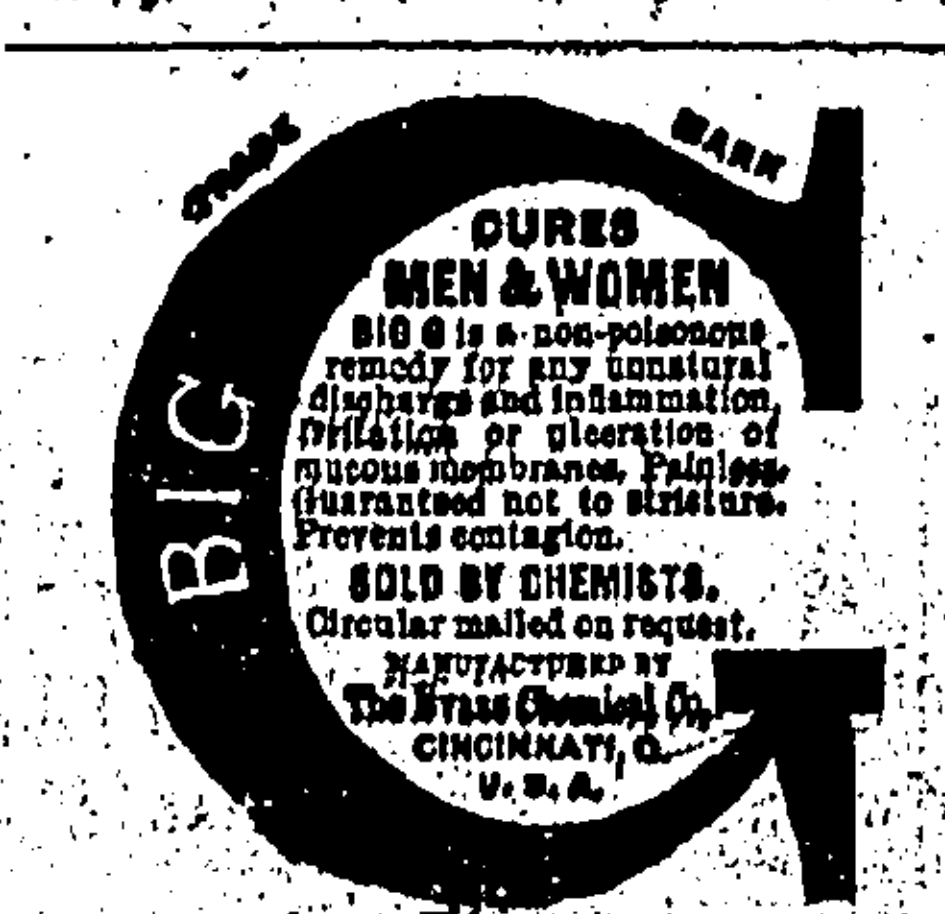
PRICE \$1.50 per case of 48 bottles (quart)
or 6 1/2 pint.

Special Prices for Quantities

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.



CURES

MEN & WOMEN

Big 6 is a non-poisonous

remedy for any venereal

disease or inflammation

of the bladder, urethra,

prostate, etc., etc.,

guaranteed not to interfere

with the system.

SOLD BY CHEMISTS.

Circular mailed on request.

MANUFACTURED BY

The Swiss Chemical Co.,

CHAMBERLAIN, U.S.A.

F. BLACKHEAD & CO.,

SHIP CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

16, DES VŒUX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES.

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

[804]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

ERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given in every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

[805]

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS AND ENLA-

GING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE

Hongkong, 15th September, 1903.

[11]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 11

16-House Road.

[784]

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 12nd September, 1903.

[784]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 76 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 376

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' ex-
perience in TATTOOING is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained
by any other, as their composition is only known to me. H. R. H. The Duke of York, and
H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others
of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommenda-
tions which I have received from all sources.

Intimations.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

ALEXANDRA BUILDINGS,
Des Vaux Road.EVERYTHING FOR LADIES'
AND CHILDREN'S WEAR.LADIES' - - -
DEPARTMENT:-Costumes, Coats, Fur Jackets and
Stoles, Evening Wraps, Fascina-
tors, Silk Blouses and Flannel
Blouses.An entirely New Stock of High-
grade Black and Brown Boots and
Shoes, White Kid Shoes for even-
ing wear.

Gloves, Fans and Hosiery.

Silks, Flannels & Dress Fabrics.

CHILDREN'S - - -
DEPARTMENT:-Cloaks, Hosiery, Jersey Caps,
Gaiters, Boots and Shoes.FURNISHING - - -
DEPARTMENT:-
FIRST FLOOR.New Stock of Axminster, Draw-
sels, Wilton, & Tapestry Carpets.A fine selection of Bedsteads, all
styles and makes.The new Twin Bedsteads, now
on show.DRESSMAKING
A SPECIALITY.The leading Fashions of London,
Paris and New York.GENTLEMEN'S
DEPARTMENT:-

28, QUEEN'S ROAD,

OPPOSITE THE CLOCK TOWER.

Dress Shirts, Ties & Waistcoats.
White Gloves for evening wear.
Patent Court and Oxford Shoes.
Black and Brown Boots & Shoes.
Black Bowler Hats.
Soft Felt Hats.
Motor and Golf Caps.
Underwear and Hosiery.A good Stock of well-out
Overcoats—light, medium and
heavy weights.

&c. &c. &c.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 28th November, 1904. [1096]

Intimations.

ROBINSON PIANO
COMPANY, LIMITED.

There is no reason

why anyone should be
without an "APOLLO."

THE MASTER PIANO PLAYER.

We offer the choice of
three methods of secur-
ing one:1.—You may acquire
by payment of \$100 cash
and 10 payments of
\$27.50.2.—You may buy at
10% discount for cash.3.—You may Hire by
the quarter.We hold an
Entirely New Stock
of Imported Pianos of
the highest quality, per-
sonally selected.No such a one has ever
been seen in Hongkong
before.

HOME PRICES.

Hongkong, 26th November, 1904. [39]

THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imi-
tation impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAH" is the finest shaving implement
ever produced.To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.
Sole Agents for Far E. St. HOWARD & Co.,
29, Des Vaux Road, Central, Hongkong.
Agents wanted in every port.For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904. [1269]

PAUSE!

Have you a SINGER Sewing Machine?
If not get one.\$10 DOWN AND THE REST IN EASY
MONTHLY PAYMENTS.

Showrooms:—1, Wyndham Street.

Hongkong, 12th November, 1904. [1231]

THE
CHINA AND JAPAN TELEPHONE
AND
ELECTRIC COMPANY, LIMITED.

ELECTRIC BELL INSTALLATIONS.

FITTED AND MAINTAINED.

ELECTRIC SUPPLIES:

BATTERIES,

ELECTRIC BELLS,

SWITCHES,

TELEPHONES,

INSULATORS,

WIRE,

&c. &c. &c.

SEND FOR PRICE LISTS

AND

ESTIMATES.

ADDRESS:—2, ICE HOUSE ROAD.

Hongkong, 22nd November, 1904. [61]

EXTRAORDINARY ROBBERY IN
KWANGTUNG.

Tienpashien belongs to Sh'uitung, where there are many merchants and commerce is very prosperous. On the night of the 25th of the 9th moon there suddenly came a band of daring robbers, numbering over a thousand, and dressed up in uniforms, exactly like the soldiers of a certain regiment 400 and 500 Mausers, some smokeless powder, rifles, and countless cartridges sufficient to last for a long time in case of a conflict. They marched in order, and were well commanded. The officers wore blue buttons, peacock feathers, and ceremonial robes; they rode on white horses and when inquiry was made, the reply was received that they were going to welcome and receive the newly appointed Kaolien Tantai. Coming to Sh'uitung they at once commenced action, shutting up the Yamens all around, and plundering the Likin stations of their valuables amounting in some cases to as much as Tls. 100, with the loss of one Chinese Secretary employed in a Likin-collecting boat who happened to be there at that time, and who was shot in seven different places. The neighbouring market met with a similar fate, losing several hundred taels, while all the shops in the market town were sacked, and those whose doors were shut after having heard the alarm, were set on fire, thus reducing the chances of escape to a minimum. Indeed, the robbers carried fire and sword everywhere they went, and it was not until midnight that they began to depart, taking away as booty a sum of over Tls. 20,000. When morning came, the terrible news of such a calamitous occurrence to the welfare of inhabitants far and wide, to the astonishment of all and it was found that three persons were killed by the robbers, to each of whom they gave, undoubtedly as compensation, eighteen dollars wrapped up in a piece of paper with these words: "In sympathy with deceased as burial expense," and two suits of new clothes with which to shroud him. When they passed the city of Tienpashien, they made an attempt to force an entrance into it, but failed, the city-gates having been firmly closed. Disappointed this time, they left, and the neighbouring villages, which were constantly exposed to external danger and harm, were accordingly made the victims. The still of the night was disturbed by the alarm of the villagers, which was given in due time, but no rescue was at hand. The leaders of the gang are the desperadoes of Ma Tuk Kung, Tienpashien, and many of his followers, the native bad characters of Sh'uitung. Just the night before the 25th, the former gave public entertainments at the Chun Chia's ancestral hall, and demonstrated their joy and fortune in having been so successful with their schemes for plundering by beating gongs and lighting fireworks. They captured all the pigs and cattle near by in order to satisfy their appetite. Petition after petition has been sent to the local authorities, and it is hoped that these fiends in human shape may soon be brought to justice. Suffice to say the robbers will never continue their work until the proper steps have been taken and carried out, and the various places affected are pacified.—*Eastern Times.*

THE PASSING OF THE SLOOP.

A Naval correspondent writes to remark that the paying-off of all the British sloops on the China Station has given rise to a good deal of speculation in Naval circles, and that no two people in the service seem agreed as to the probable cause of the startling departure. It has been suggested in explanation, that the gunnery ratings among the seamen are required in England. Men trained to handle a gun properly are not made in a day, and those among them who have qualified as gunlayers, or captains of guns, are very highly trained and specially selected men; in fact, they are no small factor in the general efficiency of a fleet. The selection of these men is carried out at home in the gunnery school, and entails a thorough, and for that reason, lengthy examination of a large number of men. Moreover, when these men have been selected, they have to be put through a course of training, so that the Navy is continually deprived of a considerable body of men who are passing through the gunnery school. Furthermore, there has been of late, a good many improvements in gunnery generally, necessitating the training of more men for special duties. Consequently, there is a good deal of reason in this theory.

This does not explain, however, why it is that these ships, the sloops, are to go out of commission entirely. It is even rumoured that they are going to be dismantled and sold, or put on to the scrap heap. The question which concerns us, however, is, what are we going to have in their place? The sloops, on account of their economical steaming qualities and shallow draught, were admirably adapted to their work, and if called upon to land a party of fifty or sixty men, in order to quell a disturbance, were capable of doing so. Torpedo-boat destroyers are not adapted for river-work of this sort. They carry a much smaller complement of men; they consume coal on a much larger scale; are fragile and dependent on a parent-ship for supplies which they have not got room to stow; and yet they are the only small craft, besides the little gunboats, that are left.

The order to pay off all the sloops was, in fact, very sudden and unexpected, their presence will be missed probably, in a good many more ways than one. The crews are understood to be all going home at once, and we can only wish them a hearty farewell. It is to be regretted that owing to the suddenness of their departure we were not all able to do this in a more emphatic manner; for the men of the sloops are leaving many friends behind them in the Far East; whose good wishes will follow them for many days to come.—*Shanghai Press.*

THE PICNIC GIRL.

WHAT SHE HAS TO PUT UP WITH.

The Picnic Girl goes out for pleasure; but she has much to put up with. She must mix the salad, and keep the carriage out of it, and she must scream when a spider walks over her hand. Sometimes a burst of rain spoils her pretty frock; but she must still look cheerful and try to pretend that she likes it. And these showers do more than spoil frocks, as a Liverpool lady told her friend the other day. "I was a girl at a picnic, and got drenched to the skin," she said. "And I have blamed that picnic ever since for the way I have suffered with rheumatism."

"Only those who have ever suffered from that dreadful malady can have any idea of the



The picnic girl gets her clothes spoiled by a shower of rain, and has to look cheerful under it. I had at times to bear. For week after week I have been bed-ridden. Besides which I had that miserable languor which is so horribly depressing. At night I have often been in too great pain to sleep.

"There was hardly a part of my body which was not at one time or another affected with the rheumatism," continued the speaker (Mrs. Moorcroft, of 88 Leven-street, Kirkdale, Liverpool, England). "My appetite almost completely left me, and when I did get the length of walking even a few yards I soon became tired out, both with the pain and difficulty experienced in breathing. I despaired, after I had suffered in the way I have described for many years, of ever being like other people again. Nothing did me any good until I tried Dr. Williams' pink pills. Three bottles effected an improvement, and as I persevered with them a little time I soon felt quite well again, and have been so now for a long time. My appetite has returned; I am able to sleep; I have no pain, and I find pleasure in working."

Mrs. Moorcroft's case is like many others. She needed new blood to cure her rheumatism, and Dr. Williams' pink pills cured her by making new blood, just as they have cured so many cases of anaemia, bile, consumption, decline, fits, St. Vitus' dance, hysteria, and the many troubles which women silently endure. It is important to insist on having the genuine pills, with Dr. Williams' name, as some shrewd

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	108
Do. demand	110 11/16
Do. 4 months' sight	110 1/16
France—Bank T.T.	237
America—Bank T.T.	451
Germany—Bank T.T.	192
India T.T.	140
Do. demand	140 1/2
Shanghai—Bank T.T.	71 1/2
Japan—Bank T.T.	62 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	113 1/2
Buying.	
4 months' sight L/C.	111
6 months' sight L/C.	111 1/2
30 days' sight San Francisco & New York	46 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney & Melbourne	114 1/2
4 months' sight France	24 1/2
6 months' sight do.	24 1/2
4 months' sight Germany	106 1/2
Bar Silver	27 3/16
Bank of England rate	2 1/2
Today's quotations in 15 1/2	
Per cent	
Malwa New	1,140 1/2
" Old	1,140 1/2
" Older	1,200 1/2
" Oldest	1,280 1/2
Patna New	1,155
Benares New	1,110
Persian (Paper)	850/920

Intimation.

Sanitas
UNIQUE
Purifying Agent
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and is the best for use in hot climates, because it is completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best for use in hot climates, because it is completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical authorities for use in hot climates, because it is completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

Kingsford's Fumigating Candles
supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both effective and economical. Destroy all insects.

TWY "SANITAS" CO. LTD.
BETHNAL GREEN,
LONDON, E.

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOLE'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

8

THE CHINA TRADERS' INSURANCE

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SECOND ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 6th December, at 11 o'clock in the Forenoon, for the purpose of receiving the report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 6th proximo, both days inclusive.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 14th November, 1904. [1222]

LADY AND GENTLEMAN want to share a half-house in VICTORIA or KOWLOON, excluding outbuildings required.

Apply to—

"X,"
C/o Hongkong Telegraph.

Hongkong, 26th November, 1904. [1276]

HONGKONG HIGH-LEVEL TRAM-

WAYS COMPANY, LIMITED.

TIME TABLE

(on and after 1st October, 1904.)

WEEK DAYS.	
6.45 a.m. to 7.00 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 1.30 p.m.	Every 10 minutes.
1.30 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.30 p.m.	Every 10 minutes.
2.30 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 10 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 4.30 p.m.	Every 10 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.30 p.m.	Every 10 minutes.
5.30 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 6.30 p.m.	Every 10 minutes.
6.30 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 7.30 p.m.	Every 10 minutes.
7.30 p.m. to 8.00 p.m.	Every 15 minutes.
8.00 p.m. to 8.30 p.m.	Every 10 minutes.
8.30 p.m. to 9.00 p.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 10 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 10 minutes.
11.30 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 p.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
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4.30 p.m. to 5.00 p.m.	Every 10 minutes.
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5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
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4.30 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 7.30 p.m.	Every 15 minutes.
7.30 p.m. to 8.00 p.m.	Every 10 minutes.
8.00 p.m. to 8.30 p.m.	Every 15 minutes.
8.30 p.m. to 9.00 p.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

CONFECTIONERY

We beg to notify the
Arrival of our New
Season's Confectionery.

IMPORTED FROM THE LEADING

London and

Parisian Houses.

SELECTIONS

OF THE

PUREST

AND

BEST QUALITY

from the Simplest to that of

The Finest and Most

Recherche Character.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG
Hongkong, 19th November, 1904.

TELEPHONE NO. 135
CABLE ADDRESS: "WATSON," HONGKONG
A. B. C. CODE, 10th EDITION

ESTABLISHED 1849.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS.

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

ESPECIAL OLD TOM GIN.
Marshall and
Elvy's

Satinette

DOUBLY DISTILLED

AND OF

NATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES;

De Vieux Road.

Hongkong, 11th May, 1904.

NOTICE.
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Hoong Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.
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world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

On the 26th October last, at Stanhope
House, Penryn, Abergele, North Wales, the
wife of E. JONES HUGHES, of a daughter,
still-born.

MARRIAGES.

At the Presbyterian Church, Singapore, on
19th November, Matthew B. MCKEAN, of
Singapore, to MARIAN, daughter of Matthew
Dunlop, Esq., of Paisley, N.B.

On the 19th November, at the Presbyterian
Church, Singapore, MARY GIBSON, eldest
daughter of the late David Kerr, of Ayrshire, to
Robert Pasmore SIBBY, eldest son of the Rev.
R. Sibby, Queen's Park, London.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 29, 1904.

YELLOW LABOUR.

Considering the strong opposition to the
importation of Chinese labour into South
Africa it is only natural that someone should
come forward from "disinterested" motives
and probe to the bottom of the much-
debated question. By the mail to-day we
received a copy of a pamphlet, entitled
"Yellow Labour, the truth about the Chinese
in the Transvaal," being a series of articles
reprinted, with a yellow cover, from the *Daily
Chronicle*. This journal sent out a special
commissioner to the Transvaal for the ex-
press purpose of investigating on the spot
the manifold aspects of the Chinese labour
problem. The articles, which appear to
have aroused intense public interest and are
issued in their present form in response to a
widespread demand, are by no means free
really desirous of obtaining the advantage of
introducing Chinese into South Africa can-
not regard the effort of the *Daily Chronicle*
to re-open an old political argument in a
serious light in which it was meant. At the
outset it is satisfactory to find that the com-
missioner pricks the slavery bubble. On
one of the mines he visited there were "197
unaccounted for," in other words, who had
not gone to work that day. For two
hundred coolies to abstain from work from
sheer laziness, and for the employers to
acquiesce in it, and pay them full wages all
the same, does not give much scope for the
cry of "slavery under the British flag." The
commissioner tells us that "the 197
'absent' and the 65 sick were all entitled
to the 15. a day which Mr. Lyttelton
has agreed to as a minimum." The writer
then complains of the exacting demands
by the coolie, alleging that their sharp
Oriental wits had soon found out that they
were to be made much of, and "gentlemen
from Hongkong and Canton, who probably
never had more than three halfpence a day
to spend in their lives, began to develop a
taste for luxuries." Because they asked for,
and got, certain so-called luxuries the *D. C.*
thinks there would have been a great outcry
if English labourers had done the same.
"A day or two before I was there they de-
manded a boiled egg each for breakfast
before they would go to work. In a country
where eggs are 3s. 6d. a dozen this was a
serious item, but the new miners got their
eggs." This is of some interest, as the advent
of Chinese miners would surely give a great
impetus to pig and poultry farming in their
immediate vicinity. After referring to other
paltry demands he passes on to discuss the
minimum wage problem noticing that "astute
gentlemen from Hongkong" were not hit-
ting their drills very hard—the minimum
wage being a shilling whether a man drills
three inches or twenty-four. In the sub-
sequent chapters we have the results of the
commissioner's sifting of information from
all classes, the general outcome of which is an
endeavour, on his part to prove that there is
plenty of Kaffir labour in the country, but
that wages have been reduced, and that the
personal factor in engaging the hands has
been eliminated. The treatment of the
Chinese is spoken of approvingly, but there
is a most unworthy sneer appended to this
commendation. "The mine-owners are far
too astute to treat the first lot of Chinese
badly. They are set on getting 100,000
of them by next year, and they know
that the only way to do this will be
to treat the first arrivals well." He
watched "shambling creatures, who had
been brought from the slums of Canton
and Hongkong at an enormous expense,
being hurried off to their daily task
by the overseers," and continues, "Was

it for this, I asked myself, that the
best and bravest blood of the whole Empire
had been split? Was it for this, that
the sons of all the Britains had come from
the great wheatfields of Canada, from the
sunny pastures of New Zealand, from the
mines and the bush of Australia. Were
these undersized and badly nourished speci-
mens of humanity—aliens in race, in tongue,
in ideas, and in standards of living—to be
the people of the new dominion? Every
marble monument, every cairn of stones,
every simple cross, which marked the spots
where British blood had been spilt and
British bravery shown, from the Cape
Border to Pretoria, and from Mooi River
to the Hushveldt, seemed to cry out, "No."
And what shall the future be he asks.
"Shall there be another great white com-
monwealth, stretching from the Cape to the
Zambesi, where men shall dwell, using the
methods of government which a thousand
years of English life have gone to build up
and to perfect, and where ordered liberty is
the precious birthright of every citizen? Or
shall this be a land where crowds of servile
labourers toil for ever for a small white caste
which is there for gain and nothing else—
millionaires rich beyond the dreams of
avarice at one end, and alien serf labour
on the other. Is this to be the dismal
future of the Transvaal? God forbid!"
Only one point more. The introduction of
Chinese labour into South Africa is unjust
to the British workman, ought never to have
been permitted, and should be done away
with by law. So says the British workman
through his mouthpiece, the trade unions,
and he receives the cordial sympathy of
the *Daily Chronicle*. Alas, for consistency!
And all this, in spite of the fact that a well-
known South African financier has asserted
that the coolies are intelligent, industrious,
honest, cheerful and contented, and will
prove the salvation of the mining industry,
and indeed of South Africa. Such inven-
tions as those printed in the "truth" about
the Chinese in the Transvaal and evidently
engineered for party purposes cannot pre-
judicially affect recruiting in China.

LOCAL AND GENERAL.

JAPAN has purchased the P. & O. s.s. *Nankin*.

The corpse of a large whale measuring about
twenty-five feet, has been washed ashore at
Mount Lavinia, Colombo, in a high state of
decomposition.

It is quite time that the Colonies should cease
incapacities, and should be recognised as afford-
ing careers of which our rising manhood may
be proud.—*Daily Graphic*.

A suit for libel has been brought against the
Strait Times by Mr. Montagu Harris, the
lawyer. The action is based upon a recent
article that appeared in that journal describ-
ing the plaintiff's ejection from Raffles Hotel.

In connection with the recent collision between
the M. M. *Touraine* and a native schooner, at
Colombo, as reported in these columns, some-
weeks since, we now learn that an inquiry has
been held as a result of which it was decided
that the vessel be salvaged before action is taken
against the M. M. Company.

JAPAN has ordered vast quantities of tweed
from Scottish merchants. With Messrs. San-
derson of Glasgow an order for 60,000 yards
has been placed, while Messrs. Brown Brothers,
of Glasgow, have got an order for 40,000
yards for military clothing. Other mills have
also secured enormous orders.

THE Reverend E. J. Hardy has kindly con-
sented to deliver a lecture on "The Religions
of China" in the former Chamber of Commerce
room, at the City Hall, on Tuesday, the 6th
prox, at 5.15 p.m. H.E. Sir Matthew Nathan,
K.C.M.G., will take the chair. Ladies are in-
vited, and members may ask their friends.

As Mr. Framjee Hormusjee Arjane, J.P., of
Messrs. N. Mody & Co., and the hon. secretary
of the Parsee Charity Funds, is leaving the
Colony for the next Indian mail steamer
Lightning, the whole Parsee community is
going to present him with a purse and a silver
tray at the Parsee Club premises on Saturday
next. Mr. H. N. Mody will preside at the
meeting, of the "Anjuman".—*Con.*

THE success of the change of programme at
Harmston's Circus last evening was undoubted.
There was a large attendance and at the close
of each turn loud applause was heard on every
side. There will be a repetition this evening
and to-morrow a matinee performance will be
held, commencing at 4 p.m. On Monday
evening next H.E. the Governor and suite will
be present and a special programme will be
presented.

On the completion of her annual overhaul, the
s.s. *Heungshan* left the Docks yesterday morn-
ing and resumed her run on the Macao line
the same evening, the *Heungshan* going back to
the Canton river, Captain W. E. Clarke takes
up his position again on the Macao steamer,
on the expiry of his leave of absence, while
Mr. Chrispij, of the *Honam*, has been trans-
ferred to the *Heungshan* as chief officer vice
Mr. J. Boardman.

THE steel screw-steamer *Lady Mary*, a fre-
quent caller at Hongkong, belonging to the
Ocean Steamship Co. (Messrs A. Holt & Co.),
has been sold to Japanese purchasers.

DURING his stay in Manchuria, Mr. Douglas
Story made good use of his camera, and some
most interesting pictures of his have appeared
in *Black and White* as illustrations to an
article on the Lamas of Mukden.

FROM a number of the *Peking and Tientsin
Times* we learn that an official censorship of
the native newspapers all over China is to be
established at Peking, and will itself issue a
model newspaper entirely free from gossip.

ON the authority of a telegram just received
from Kwangtung, it is intended to postpone
the payment of the foreign loans due in the 9th
and the 10th months, on account of the exhaus-
tion of military funds in Kwelin, Kwangsi—
Eastern Times.

THE case against A. Mason, for stowing away
on the *Chusan* and coming to Hongkong with-
out paying his passage, was called on again
this morning and again adjourned for one week,
nothing having been heard from defendant's
friends in Shanghai.

H. M.'s Consul-General at Chengtu (Mr.
Hosie) has made an exhaustive study of the
products, methods of manufacture, and mining
resources of Szechuan Province and embodied
the results of his research in a most interesting
report which has been issued as a White Book.

AT the Civil Summary Court, this morning,
before Mr. T. Sercombe Smith (Puisne Judge),
Lu Piu Tok sued the Chiu Joo Hung Company,
(opium farmer) for the recovery of \$504 dam-
ages, for the wrongful seizure of a quantity of
opium. Mr. O. D. Thomson appeared for the
plaintiff and Mr. John Hastings defended. The
plaintiff, in cross-examination, said he had held
a license to sell opium having borrowed the
necessary deposit money from a friend. A
seizure on his premises took place. He admitted
that he had never worked for wages. He
sometimes worked for the "friend" in question,
and got his dinner in return. Mr. Thomson
retired from the case. Judgment was entered
for the defendants with costs.

THE November number of the *South China
Review*, published at Canton in the interests
of education, contains much material that
should not be lost sight of by those studying
the need for modern knowledge on the part
of the Chinese. Dr. Bateson-Wright, for in-
stance, has a lengthy article on the kind of
education needed to fit China's young men for
government service and commercial careers.
He makes some remarks on the course of
studies necessary for candidates for employ-
ment in the Hongkong and Chinese Govern-
mental offices. There are many other articles
of interest, and a lengthy advertisement gives
information regarding future issues of the
Collegian, which may be relied upon to increase
the popularity of this widely read publication.

CAPTAIN Almond of the steamship *Rub*, was
arrested in Manila last week on the charge of
permitting the escape from his ship during her
stay in Manila on her last voyage of a British
Indian, one Iwas Khan, who had been denied
landing by the immigration authorities on the
recommendation of the quarantine officers.
Khan was suffering from an infectious disease
of the eyes and was ordered back to Hongkong.
Instead of returning he escaped from the ship,
but although he was known to have left the ship
the authorities have no evidence that he landed
in the Philippines. The *Cablenews* says that
the fact that he may have drowned between the
ship's side and the shore makes it doubtful
whether the government can make out a case
against the captain. The captain was admitted
to bail in his own recognizances till the trial,
which will take place before Judge Crossfield.

Dr. Chadwick Kew, of the well-known Hong-
kong firm of Dental Surgeons, has just arrived
from a shooting expedition in B. N. Borneo.
Dr. Kew comes from a sporting family, he
being a noted shot and footballer. He played
centre half when in 1898-9 the Hongkong
Football Club won the H. K. Football Chal-
lenge Shield, competing against 18 Naval
and Military teams. Mr. W. J. Mason, who has
just returned to the Straits from England, was
an Hongkonger at that time, and also a player in
the winning team. Dr. F. Howard Kew, his
brother, was goal keeper and to show his
capabilities he did not allow a single ball to
pass between the posts right throughout the
competition. He held the Amateur Cham-
pionship of Hongkong for the 100 yds. and 400
yds. for 5 years until his departure for America.
Dr. Chadwick Kew intends to establish a
branch of their Dental Surgery at this port and
when all arrangements are completed Dr. David
Jahn will come from Hongkong to assist him.
—*Strait Times*.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:—

On the 29th at 11.45 p.m. The barometer
has risen throughout and in the Philippines, and
remains stationary over the Pacific and the
greater part of Japan.

A marked anticyclone lies over the whole
interior of China and the least pressure is found
in the southern Philippines.

Strong N.E. monsoon prevails in the Formosa
Channel and over the greater part of the China
Sea.

Forecast—Strong N. to N.E. winds, dry.

NAVAL NOTES.

The British flag ship *Glory* with Admiral Sir
Gerard Noel aboard arrived in port last evening
from Peking and Hongkong.

The first-class cruiser *Terrible*, of 14,000
tons displacement and 25,000 horse-power, is
expected to arrive shortly from Portsmouth
with relief crews for vessels on this station.

RIVER STEAMERS TO DOCK.

The H.K. C., and M. Steamboat Co.'s s.s.
Honam will shortly take up the berth in the
Kowloon docks just vacated by the same Co.'s
Huanghai. She will be in dockyard hands
for about a fortnight during which time the
engines will be completely overhauled and the
bottom scraped and painted. The s.s. *Hankow*
is at present undergoing the usual periodical
overhaul at Samsui, and will be there a few
days before her familiar figure is seen again on
the river traffic.

The French steamers *Charles H. Rodin* and
Paul Beau have also taken their turn, being
now anchored in the Dock Co.'s moorings in
Humphreys Bay. They will be dry-docked early
next month preparatory to their being placed
on the river run under new management. They
have had a long period of enforced idleness in
Chinese waters, and will require some attention
at the hands of the dockyard officials before
they can renew the service for which they are
so well adapted.

THE RECENT CRISIS.

HOW THE FOLKS AT HOME REGARDED THE
NEGOTIATIONS.

(From Our Own Correspondent.)

London, 29th October.

Mr. Balfour made last night his now famous
speech announcing the settlement with Russia,
and the reference of the matter to the Hague
Tribunal. I have just received the morning
papers as they came wet from the press, and I
have scanned their various comments. First
let me go back and say that never in the
memory of this generation has the country
been so much at one. Liberals and Labour
men vied with their Tory opponents in de-
nouncing the Russian outrage and demanding
full reparation, punishment for the guilty, and
guarantees for the future safety of peaceful
shipping. The story of the Russian Admiral
was derided all over Europe, and he was
simply credited with having had a bad attack
of "jim-jams" or common funk. Therefore it
is not surprising that to-night there is not a
quite unanimous note of approval over the
settlement. I went up the street as the news
was posted in the windows of the *Daily Chroni-
cle* and the crowd was making comments
which would not be printed in cold type if I
sent them. One stranger turned to me and
said savagely "What a... shame!" I am
afraid many will say that in the morning, but
the majority are, I think, pleased to have an
end of the peace, for we are suffering now
very heavily in commercial depression as a
result of the drain of the South African war.
I have, I say, scanned the papers. The fun-
niest is the *Daily Mail* which has earned fresh
laurels as a fabricator by printing daily scare
yarns of ultimatum and expired time and so
forth... all without foundation. To-day it
is hard put to it to make an intelligent com-
ment so it says that the result has only been
achieved by the most energetic action on
the part of the Government. Now the *Standard*
thinks the opposite, and contends that the
"disappointing" result might have been
achieved without all the demonstration of fleets
which now look ridiculous. The whole affair,
it thinks, has come to an impotent and lame
conclusion which does not redound to the
dignity and honour of this country. The
Morning Post is similarly grieved, and the
Chronicle is critical on the details. The *Times*
regards the agreement with "feelings of deep
relief and earnest approval." The rest of the
papers show varying degrees of satisfaction.

PEKING SIEGE COMMEMORATION MEDALS.

(The Editor of the *London and China Express*)
SIR,—As I have now apparently had in all
likely applications for the above medals, I am
giving instructions to have the dies broken up,
so that no more will be obtainable, but with
the chance of there being still some applicants
to come forward I shall have a few extra
medals struck off (price 25s. each, including
postage), so should this come before any
"diegetics" who have not yet applied, it is
advisable they should not longer delay if they
care for a memento of the historic event.

It may interest those "diegetics" who al-
ready have their medals to know that some 240
medals only have been struck off to date, so as
time goes on they are likely to be somewhat
rare.

Whilst I have extremely nice and apprecia-
tive letters thanking me for getting up the
medals from a great number of the applicants,
I am sorry to say there are a few who have not
taken the trouble to acknowledge receipt of
theirs, and I can only hope that these have
duely received their medals.

I must again express my thanks to you for
the assistance you have given in inserting my
letters, &c., and to the Eastern papers for copy-
ing them.—Your obedient servant,
ARTHUR BRENT.

44, Great Tower-street, London, E.C.

October 24th, 1904.

In the course of an article in the *South China
Collegian*, Dr. G. H. Bateson-Wright says:—
Education in South China may be congratulated
on having emerged from the swathing bonds
of infancy; but it would be flattery to pretend
that it has, as yet, attained the age of puberty.
The number of pupils who become intelligent
scholars and develop ambitions to soar to
higher flights, is comparatively small.

"DOROTHY."

BY THE A. D. C.

The curtain went down last night on the final
production of this popular opera, so far as it
is at present announced, by our talented A. D. C.
That they have scored a big success it is
scarcely necessary to say. They have been
favoured with good audiences, who have not
been remiss in showing their appreciation of
the manner in which the production has been
staged and the ability with which the various
characters have been impersonated. The
theatre was well filled, there being very few
vacant seats in the body of the hall, while at
the rear a pleasant touch of colour was added
by the presence of a number of representa-
tives of the Army and Navy. That there
were several vacant seats in the dress circle is
no doubt to a considerable extent to be
accounted for by the unpleasant nature of
the weather that prevailed. The story of
Dorothy and those associated with her is by
this time sufficiently well known to call for
no repetition; therefore we will content our-
selves with mentioning a few of the out-
standing features of last evening's performance.
Mrs. A. R. Fullerton as *Dorothy Hamilton*, and
Mr. G. P. Lammert as *Geoffrey Wilder*, were
excellent, both in voice and in the interpre-
tation of their rôle as ever, and met with re-
peated encores throughout the evening. Mr.
Anderson, in the character of *Harry Sherwood*,
fitted the part admirably, but was somewhat
weak in his vocal efforts, especially in the
song, "Queen of my Heart," being a trifle too
"stagey." John Tappin, the jovial Boniface,
could not have been in better hands than
those of Mr. T. Brand, and he rendered the
part in a most realistic and capable man-
ner. Mr. W. Stewart, as *Squire Bonham*,
was completely at home, and was an ad-
mirable counterpart of the old-time country
gentleman. Mr. Sutherland's *Lurcher* could
not well be improved upon and he made the
most of his opportunities of gagging. One of
his quips, in the last scene, in the Round
Coppice, when *Pricilla Pruitt* discovers her
would-be beau is a sheriff's officer instead of,
as she fondly imagined, being in a crack regi-
ment, found especial favour with the audience.
Pricilla had promptly swooned, and was
lying in *Lurcher's* arms, meaning when he
reassured any apprehensions that might have
been felt by announcing that she was only
"cheering the Baltic Fleet." Owing to the
indisposition of Mrs. Hall-Wright, the part of
Pricilla was undertaken by Mrs. Hooper at six
hours' notice. She proved a most capable
understudy, and was perfectly at home in her
part. A pretty dance was introduced in the
third act by Mrs. Mowbray Jones and Miss
S. H., and later on Mrs. Mowbray Jones was
associated with Mrs. Chichester in a second
dance, both being rendered in a most attractive
and efficient manner, and evoking loud ap-
plause, the items being deservedly encores.
A pleasant feature of the evening was a song
by Mrs. F. Nield, to whom the part of
Phyllis was assigned. She is the possessor of
a sweet voice, of considerable compass, and
completely captivated the audience, being in-
sistently encores. The efforts of the leading
characters were well and strongly supported
by the chorus, the voices being well balanced.
Great credit is due to Mr. E. W. Mitchell for
his able stage management throughout the
series, and to Mr. Ward and the orchestra,
who have worked so indefatigably to ensure
the success of the production.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary
Board was held in the Board room this after-
noon.

MOTION.

Hon. Dr. Atkinson, president, moved that the
Board under provisions of section 30 of the
Public Health and Buildings Ordinance, 1903,
depute Inspectors George William Coynt, and
Robert Charles Wicheell to institute summary
proceedings before a Magistrate against any
persons contravening any of the bye-laws made
under section 16 of that Ordinance, when so
instructed in writing by one of the Medical
Officers of Health, and also for securing any
penalty imposed by part II. of the said Ordi-
nance or any bye-law made thereunder, when so
instructed in writing by one of the Medical
Officers of Health b.

Also that the Board, under the provisions of
section 256 of the Public Health and Buildings
Ordinance, 1903, depute Inspectors George
William Coynt and Robert Charles Wicheell
to institute summary proceedings before a Ma-
gistrate for the recovery of any penalty im-
posed by part II. of the said Ordinance or any
bye-law made thereunder when so instructed
in writing by one of the Medical Officers of
Health.

Carried unanimously.

A DENTIST'S APPLICATION.
An application on behalf of Mr. H. M. Chau,
dentist, of 37, Des Vieux Road, to enclose the
verandah with glass casements, so that it may
be used as a dental surgery, was submitted to
the Bd. The Hon. the Director of Public
Works informed that the application was refused,
as it is contrary to section 139 of the Ordinance.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 30th inst.
English (*Bengal*) 3rd prox.
Indian (*Kanung*) 7th prox.
German (*Seydlitz*) 8th prox.
American (*Doris*) 8th prox.
American (*Manchuria*) 17th prox.

The N. D. L. Australian Line, s.s. *Prins
Sigismund* which left here on 23rd inst., at 8
p.m., arrived at Kobe yesterday, at 8 p.m.
The H. A. L. s.s. *C. Ferd. Luit* from Ham-
burg left Singapore for this port on 26th inst.,
p.m., and may be expected here on 3rd prox.
The Imperial German Mail s.s. *Prinz Regent
Luitpold* which left here on Wednesday, at 3
p.m.,

TELEGRAMS.

(Route's.)

Russian Sailors Riot.

LONDON, 27th November.
Serious riots have occurred among the sailors in barracks at Sevastopol; the causes are obscure but seditious proclamations were found amongst the men's effects. The sailors wrecked their own quarters and those of the officers refusing to join them. The pickets fired on the rioters wounding many, and order was eventually restored.

Baltic Fleet Leave Suez.

The remainder of the Baltic fleet has arrived at Suez and been ordered to leave in 24 hours. The fleet was not allowed to coal.

LATER.

The Russian Baltic Fleet.

The Russian Baltic Fleet has left Suez after coaling from transports.

British Steamer "Cheltenham" Confiscated.

The Supreme Prize Court in St. Petersburg has confirmed the confiscation of the British steamer *Cheltenham*.

Admiral Alexeieff.

In connection with the removal of Admiral Alexeieff from the supreme command in the Far East, an Imperial Rescript has been issued, which expresses satisfaction for the Admiral's services and confers upon him the order of St. George (third class).

FRENCH POLICY IN SIAM.

Two reports by M. François Deloncle were presented to the Chamber in the name of the Committee for Foreign Affairs. The first concerned the Convention between France and England relating to Newfoundland and Western and Central Africa. The other was the report on the Bill for the ratification of the treaty concluded on February 13 this year between the French Government and Siam. In this document, as summarised by the *Standard* correspondent, M. Deloncle says the present Convention is not so favourable to France as the treaty of October 3, 1893; nevertheless he considers it may have good results. The present Convention might become the starting point for supplementary accords, which are recommended by M. Deloncle in the course of his report. By the signature of those supplementary accords, Siam would incontestably secure the friendship and good offices of the French Republic and the disinterested and loyal assistance of French engineers, savants, lawyers, and capitalists. If, on the contrary, Siam should persevere in the ambitious warlike policy she inaugurated twenty years ago against the rest of Indo-China, and if she should refuse those supplementary accords demanded by France in the interest of Siam herself, it would, declares M. Deloncle, be very unfortunate for that country. With these observations, M. Deloncle, in the name of the Committee, demands the Chamber to ratify the Convention.

SUBMARINES AT HONGKONG.

A STRANGE TELEGRAM.

The following telegram, dated San Francisco, 25th inst., appeared in a recent issue of the *Cablenews*:—
Five submarine boats for the Japanese navy have been unloaded from a sailing vessel at Hongkong. The boats were shipped in sections. The destroyers were manufactured by a Massachusetts firm, and despite the vigilance of Russian secret service agents, the contract was executed without interference.
On the same day, and under date, San Francisco, 25th inst., the *Manilla Times* printed this cable:—Five submarine boats for the Japanese navy have arrived at Yokohama, having been carried across the Pacific in sections. They were manufactured for the Japanese government at shipyards in Massachusetts and their shipment was attended by the greatest secrecy.
There does not appear to be any truth in the statement that these submarines are, or have ever been, in Hongkong. The Consul for Japan has heard nothing about them, and inquiries made elsewhere failed to reveal any trace of the boats.

SUGAR GROWING IN JAVA.

The sugar-mills in East-Java have made this year a fair profit. They got both good crops and higher prices. But this is not the same thing for the natives, as they still have to manage with their old poor pay, 20 cents a day—about 10 years ago it was 25 cents a day. Besides that, the natives complain of many vexatious regulations. One of them is the distribution of the water, which they have to use for their ricefields and which the sugar-mills use for their fields, too. As the water is not sufficient for both purposes at the same time, the officials have made a regulation, which is as follows: "The sugar-mills have to use the water in the day time, and the natives only at night." The water question is a very difficult one, and it is not easy to say how to amend this regulation in such a way that both sugar-mills and natives may be content with it. The second cause of complaint for the Javanese is the farming out of their ground to the sugar-mills. Their own chiefs press them to do so, as they (the chiefs) get presents from the mills. The sugar-lords pay the rent for the natives land to the chiefs, and these imagine again that they must get something, too, from their own countrymen for their trouble. These two questions are the main ones, which make the natives bitter against the sugar industry, and which are the reasons for the many fires which break out in the cane fields. It is to be hoped, that both European and native officials will try to remedy matters.—*Ex.*

THE NORTH SEA OUTRAGE.

THE ADMIRAL'S REPORT.

HOW THE FIRING WAS PROCEEDED.

Admiral Rozhdestvenski, in the course of his report to St. Petersburg on the North Sea incident, states that the firing was provoked by two torpedo boats, which, without lights, advanced to attack the vessel leading the squadron. When the searchlights were brought into use and played upon the torpedo boats and fire was opened by the Russian warships, the presence was discovered of several small steam vessels, resembling fishing boats. Admiral Rozhdestvenski reports that he tried to spare the fishing boats, and ceased firing as soon as the torpedo boats were out of sight. The English Press, the Admiral remarks, "are horrified at our torpedo boats having remained behind at the scene of the firing without offering any assistance to the trawlers. As a matter of fact, we had not a single torpedo boat in our squadron, and none were left behind when the voyage of the fleet southwards was resumed." "What the fishermen saw," the Admiral's report proceeds, "must have been the foreign torpedo boat which was not sunk. It remained near the trawlers until morning, in order to repair the damage wrought by our firing and to watch for its consort. My squadron did not assist the fishermen, because we suspected their complicity, because we observed their obstinate persistence in cutting the line of the Russian advance. Several of the fishing boats did not show any lights, and others did not show them until very late."

REFUTATION OF ADMIRAL'S STORY.

Authentic accounts of firing by the Baltic fleet upon Norwegian, Swedish, and German vessels are considered a refutation of Admiral Rozhdestvenski's statements that he acted in self-defence against supposed torpedo boats.

TWENTY DAYS TO THE INQUIRY.

It is reported that twenty days will be allowed for the inquiry. Admiral Rozhdestvenski states that some of the Russians were wounded in his engagement with foreign warships in the North Sea, and that one of the vessels in his squadron was injured during the attack. The *Kenneth*, a trawler attached to the *Gannet* fleet, reports that while she was stationed on an outlying portion of the fishing grounds, she was fired at by a Russian warship in the rear of the squadron. This occurred at 7 o'clock on Saturday morning, a shot passing between the funnel and foremost of the trawler.

THE ATTACK ON THE "SONNATAG."

Particulars have been made public of the shelling of the German trawler *Sonnatag* on the same night that the attack was made on the *Gannet* fleet. The captain of the *Sonnatag* reports that his vessel was first subjected to the scrutiny of the searchlights. Then the Russian warships opened fire from all directions, at the rate of 80 shots per minute. A cargo steamer which approached during this fusillade drew in on herself the fire of the Russian ships, the shells bursting around her.

WHAT FRIGHTENED THE RUSSIANS.

The admiral of the *Gannet* fishing fleet fired a bomb rocket on Friday, the 22nd Oct., as a signal for netting. This was probably the "cannon shot" which frightened the Russians. Particulars of the firing by the Russians on the Swedish schooner *Alderbaran* state that she was subjected to a perfect hail of bullets. She was on her way from Hull to Gaffa, in Sweden, and was attacked at Skagerrack, an arm of the North Sea between Denmark and Norway. The *Alderbaran* escaped uninjured.

"I AM ATTACKED."

The Russian officers at Vign assert that fifty boats continued to advance against the squadron in the North Sea despite signals to retire. The transport *Amadul* signalled: "I am attacked." The warships then opened fire.

ANGLO-JAPANESE PLOT.

Many Russians declare that an Anglo-Japanese plot had been arranged to ambush and torpedo the Baltic Fleet during its voyage to the Far East. The *Suff*, a St. Petersburg daily, boasts that Russia is not so isolated as may be imagined.
SINCERE REGRET OF THE BALTIC FLEET.
Admiral Rozhdestvenski, in a second telegram to St. Petersburg, says:—"We met with hundreds of fishing boats, and showed them every consideration, except when they were in the company of foreign torpedo boats. One of the foreign torpedo boats disappeared, and the other may have refrained from offering any assistance to the fishermen in order to avoid betraying itself to those who were not its accomplices. In the name of the fleet, I express sincere regret. The fishermen were the unfortunate victims of circumstances. No warships, even in times of profound peace, could have acted otherwise."

FUNERAL OF THE VICTIM.

At the funeral at Hull of Capt. Smith, of the *Crane*, and the sailor Leggett, belonging to the same trawler, who were both decapitated by a shell from the Russian fleet on the 24th Oct., there were pathetic scenes. Practically the entire population of Hull participated in the obsequies. All the shops and factories were closed, and there was for the time a complete suspension of business. Flags were everywhere flown half-mast high, and vast crowds thronged the thoroughfares. There were no demonstrations, but a number of pathetic scenes were witnessed.

FEELING IN RUSSIA.

The press censor only permitted the St. Petersburg journals to state that a collision had taken place in the North Sea, with some casualties. The officials cognisant of the truth are horrified and amazed at the mishap. Count Lamsdorff, the Russian Foreign Minister, is reported to have declared that Russia would give full reparation if the information of the fishermen proved correct. The lesser officials, however, declare that it is impossible to believe the stories of ignorant and prejudiced English fishermen who are in a nervous and excited condition. An officer belonging to a Russian destroyer at Cherbourg stated that he would have been glad if more of the trawlers had been sunk. Other officers state that it was not their part of the fleet which did the damage, but possibly some other division.

THE CANTON VICEROY.

H.E. Teen Ch'un-huen, Viceroy of the Two Kwang provinces, who has been for the last few months in the provincial capital of Kwangsi (Kweilin), was expected to leave that city, according to a Canton dispatch, on the 24th inst. Wuchow, on the West river, where his Excellency will make his headquarters for the next four months. The reason for this move in the condition of Kwangtung province, which is also getting unsettled and in sympathy with the rebellion in Kwangsi. With a strong Governor at Kweilin, in his Excellency Li Hsun-hsi (nephew of the late Marquis Li Hung-chang), it is considered at Peking that Viceroy Teen may easily leave Kwangsi and turn his sole attention to matters in Kwangtung.

JAPAN AND THE NORTH SEA INCIDENT.

A correspondent of the *Manchester Guardian* has had an interview with a very prominent Japanese authority, who expresses the opinion that in the long run it might prove to the benefit of humanity that the North Sea outrage was committed. "Weeks ago," he says, "we had in our possession all the details we wanted with regard to the plans and purposes of the Baltic squadron, and had we wished to attack it in the North Sea, the English Channel, or the Bay of Biscay we might easily have arranged to do so. But it has been our principle from the first to avoid carrying the war into European waters, and in regard to the Baltic squadron, we relied upon our ability to stop it and attack it anywhere east of Suez. If now, the authority continued, "it were held up or brought back by the British fleet it might save much bloodshed, and in the present state of affairs, even assist in the making of peace. For it is evident that the Baltic squadron is Russia's last naval hope, and that destroyed, the approach to peace would certainly be all the quicker and surer." And my authority gave me the positive assurance that this view is held by all the prominent Japanese authorities in London from Viscount Hayashi downwards. The writer confesses that he does not entirely follow the reasoning that an extension of the conflict would tend towards peace with Japan, but it is, at any rate, interesting to have the implied assurance—unnecessary as it is—that the Japanese were not cruising about the North Sea with phantom torpedo boats, but were content quietly to await the Baltic fleet when it had been partially exhausted by its fatuous journey.

A DIVORCE SUIT.

SWETTENHAM V. SWETTENHAM.

In the Divorce Court on 25th ult., before Sir Francis Jeune, President, the petition was heard of Dame Constance Sydney Swettenham, nee Holmes, for a decree of restitution of conjugal rights against Sir Frank Athelstone Swettenham, K.C.M.G.

Mr. Barnard said that the parties had been married on Feb. 21, 1878, at Harrow parish church, and there had been no issue of the marriage. Owing to the fact that the respondent was engaged in the Colonial Service, the parties had resided at Singapore and other places in the Malay Peninsula, until 1894, when, owing to the effect of the climate upon her health, the petitioner, with her husband's consent, returned to England; and since that time the parties had not cohabited, although the respondent had occasionally visited his wife when in England. In January last, however, the respondent instituted proceedings against his wife for divorce, making certain allegations against her, which were absolutely untrue; and accordingly, when particulars of those charges were asked for, the husband's petition was, on March 31, dismissed. Subsequently, on May 2, Lady Swettenham wrote as follows to her husband:—

"Dear Frank, I need not tell you how much I have suffered by your recent proceedings against me, although I knew that they could only end in one way. Why are you always so hostile to me? I assure you I have only one wish, and that is to do my duty. I bear no resentment about the past, and I am only too anxious to let all bygones be bygones. I beg of you to believe this, and to return to me and let us live together again. If you do, I promise you to do all I can to make you happy in every way, and I hope you will not refuse this request.—Yours always, Sydney Swettenham."

To this Sir Frank replied, on May 6:—

"Dear Sydney,—Your letter of May 2 has been forwarded to me, and I hardly see that there can be any profitable discussion of the proceedings. Hitherto I have not been in a position to act independently, because my own concerns had to be subordinated to others of greater importance; the circumstances of my employment, my public duties, and the necessity which was upon me to live in a distant and unhealthy country, have probably been against us, but after ten years of separation it is more than ever impossible for me to accede to the wish you now express. To this refusal, which is definite, I do not wish to add anything which it would be kinder to leave unsaid. Let us say that any fault is mine; but there are some mistakes which are more unpardonable than faults, and if I agree to your request I should be responsible for making a mistake of that kind. When, in 1894, I declined to join you, I said the decision was unalterable, and nothing has occurred or could occur, to change that determination.—Frank Swettenham."

Lady Swettenham then instituted the present suit.
Lady Swettenham, in reply to her counsel, denied emphatically that there was any truth in the allegations made earlier in the year against her. "You separated from your husband in 1894?" asked Mr. Barnard. Lady Swettenham: I believe so. Your husband came to England several times? Yes, I believe so. Mr. Barnard: Did he come to see you? Lady Swettenham (in a voice of surprise): Oh, dear, no. Did you write the letter I have just read? I think so.
The President granted a decree of restitution of conjugal rights, within 14 days, with costs.

AN ACTION AGAINST THE MESSAGERIES MARITIMES CO.

TO RECOVER RS. 30,000.

Mr. Advocate Dodwell, Browne and Mr. Proctor Tisseverasinghe appeared before the Hon. Mr. W. H. Jackson, Receiver of Wrecks, at Colombo on 4th inst., and lodged a complaint against the Messageries Maritimes Co. for the recovery of Rs. 30,000 as damages done to the native vessel run down by the M.M. s.s. *Tourane* on the 2nd inst., as already recorded in our columns. It was thought advisable to hold a survey before an action is filed, and the Principal Collector of Customs made order that he would hold a survey in the presence of a representative from the M.M. Co., and then the claim could be presented.

THE CANTON-HANKOW RAILWAY.

The Commercial Bureau at Canton having received a despatch from the Governor of Kwangtung, and a telegram from Viceroy Chang of Lianghu, with reference to the proposed arrangement of the Canton-Hankow railway question, held a meeting on the 7th of this month (the 13th inst.), which the press were all invited to attend. Those present were, Ting Pa Hou, Wu Su Pao, Wen Chin Fu, Law Yu San, Huang Ho Ting and the Presidents of the five leading charitable institutions, making a total of over twenty. The meeting having been called to order, the telegram from Viceroy Chang was read aloud and passed round, after which the gentry still maintained the cancellation of the agreement and the management of the railway by Chinese, just as it was declared at the very outset. They also touched on the important question of raising funds before taking up the concern, and expressed disapproval of the organization of it Kung Yi Hui (Society for public interest) on the ground that the time allowed was too long and the management would necessarily involve many difficulties. That is to say, they preferred the establishment of a lottery bank, as it offers no little facilities in dealing with affairs along the line.

THE LUSO-CHINESE COMMERCIAL TREATY.

In the text of the Portuguese-Chinese Treaty the Article VIII was omitted by mistake. Article VIII in our (*Shanghai Mercury*) text already published should be numbered Article IX and so on. The Article omitted reads as follows:—

Whereas the Chinese Government has expressed a desire that the provisions of the Portuguese Civil law, which grants Portuguese nationality to sons of aliens born in Portuguese territory, should be modified in the case of Chinese born in the Territory of Macao.

Portugal agrees to take this matter into careful consideration as soon as possible and to regulate, by a special law if necessary, the conditions under which Portuguese nationality shall be granted in future to Chinese born in Portuguese Territory.

The conditions in question shall be so framed as to prevent Chinese to whom Portuguese nationality has been granted

1.—From improperly arrogating to themselves privileges which are reserved for Chinese subjects, such as the right of residence for purposes of trade in the interior or at ports not opened to foreign trade, and

2.—From entering while residing in a Trea while into agreements with Chinese while themselves posing as Chinese subjects and afterwards repudiating their responsibilities by claiming Portuguese nationality and taking advantage of such Portuguese laws as are contrary to the obligations involved in the said agreements.

GERMAN AND JAPANESE TRADE IN CHINA.

In his lecture before the Colonial Society in Berlin, Herr Wuns made reference to the activity of the Japanese in our Shantung declaring that they were benefiting by the increase of trade resulting from the Tsingtau-Tsinanfu railway and alleging that the real object of the present war with Russia was the commercial and industrial expansion of Japan. A short extract from this celebrated traveller's speech appeared in our columns a few days ago since when we have come across the following Peking telegram dated the 21st inst., and printed in a Shanghai paper:—"Chou Fu, Acting Viceroy of the Liang Kiang Provinces, in addressing his subordinate officials in Shantung, said he was about to take his departure, but that he could not leave without giving them a grave warning, as to what lay before them, after his departure. He told his hearers that Germany and German merchants desire to monopolize the commercial interest of the province. He considered they were justified in this if the native merchants through slackness in trade permitted it. The native had everything in their favour to improve their trade, but if they neglected their opportunities then they were playing into the hands of the Germans. He exhorted the officials to insist on Chinese merchants improving their interests at the new treaty towns Chouhsien and Weihien. These would be great centres of trade and unless Shantung merchants exerted themselves German traders would acquire the chief interests of these towns. He said, China must maintain herself by commerce and not by arms, this was the true spirit of reform."

COMMERCIAL.

Shanghai advices, of 24th inst., state:—Business done:—Indo-Chinas at Tls. 90 1/2 cash, Tls. 91 1/2 for Dec. Farnham, Boys at Tls. 179 cash, Tls. 181 1/2 for 181 1/2 for 181 1/2 for Dec. Tls. 183 for Jan. 25. Maatschappij at Tls. 312 1/2 for 311 1/2 for 311 1/2 for March. Business done direct:—Indo-Chinas at Tls. 91 for Dec. Farnham, Boys at Tls. 181 for Dec. Shanghai Lands at Tls. 175. Maatschappij at Tls. 310 for February.

To-day's Advertisements.

VICTORIA RECREATION CLUB.

A SECOND EXTRAORDINARY GENERAL MEETING OF MEMBERS will be held at the CITY HALL, on FRIDAY, the 2nd December, 1904, at 5.30 P.M., for the purpose of confirming the Resolution passed at an Extraordinary General Meeting held on the 16th instant.

HAROLD C. AUSTEN, Hon. Secretary.

Kowloon, 29th November, 1904. [1285]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

on

THURSDAY, the 1st December, 1904, at 11 A.M., at their Sales Rooms, No. 8, Des Vieux Road, corner of Ice House Street.

SUNDRY

HOUSEHOLD FURNITURE, Comprising:—

TEAKWOOD OVERMANTLES with BEVELLED GLASS, MARBLE-TOP BUREAU with BEVELLED GLASS, SILK-TAPES-TRY DRAWING ROOM SUITE, MARBLE-TOP WASHSTANDS, TEAKWOOD WARDROBES with BEVELLED GLASS, CHEST-OF-DRAWERS, GLASS, CROCKERY and ELECTRO-PLATED WARE, CANTON BLUE WOOD WARE, CHINA VASES, &c., &c.

Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 29th November, 1904. [1286]

THE DAIRY FARM COMPANY, LIMITED.

TOWN OFFICE & DEPOT:—WYNDHAM STREET.

KOWLOON BRANCH:—57, ELGIN ROAD. FARMS at POKFLOOM.

PRIME AUSTRALIAN FROZEN BEEF, 30 Cents per lb.

PINE APPLE BRAND AUSTRALIAN HAM (about 10 lbs. each) 65 Cents per lb.

PINE APPLE BRAND AUSTRALIAN BACON, 65 Cents per lb.

AUSTRALIAN POTATOES (10 lbs. per Case), \$5.00 per Case.

AUSTRALIAN BUTTER, 70 Cents per lb.

APPLES, 30 Cents per lb.; whole Case 35 Cents per lb.

Hongkong, 29th November, 1904. [1195]

HARMSTON'S CIRCUS

AND ROYAL MENAGERIE

PERFORMING WILD ANIMALS. LOCATION: CAUSEWAY BAY, NEAR POLO GROUND.

TO-NIGHT! TO-NIGHT! MORE CHANGES. MORE CHANGES. THE FAMOUS ZULU WAR EPISODE "DEFENDING THE COLOURS,"

By John Welby Cooke. Introducing the Highly-Trained Mare "Black Hess."

TO-NIGHT! TO-NIGHT! WYNDHAM'S MARVELLOUS JUMP OVER THE DINING TABLE.

TO-NIGHT! TO-NIGHT! CAPT. LINDO WILL ENTER THE DEN OF THE

FOREST BRED NUBIAN LIONS. FRIDAY NIGHT, 2nd December, FIRST AMATEUR RIDING CONTEST.

A Handsome Trophy will be presented to the Competitor making the best attempt standing on his feet on a pad three times round the Ring aided by the Mechanic. Limited to six entries.

NEXT MATINEE, TO-MORROW AFTERNOON, November 30th.

Doors Open 3 o'clock. Commence 4 o'clock. Children Half Price to Matinees only.

PRICES OF ADMISSION: \$3, \$1, \$1 & 50 Cents (for Chinese only).

N.B.—The Menagerie will be thrown open daily between the hours of 10 A.M. and 5 P.M. for inspection of animals.

ADMISSION 20 CENTS. At the Afternoon and Evening Performances One Ticket admits to all.

N.B.—The Electric Tramway Co. will run Special Cars before and after the Performances. Booking Office for Box Seats and Dress Circle at the ROBINSON PIANO Co.

MADAME HARMSTON-LOVE, Proprietress. ROBERT LOVE, Manager.

R. ALTON & A. LEONARD, Agents. Hongkong, 29th November, 1904. [1280]

TO LET.

EUROPEAN HOUSE, No. 22, Caine Road.

Apply to—SIN TAK FAN, Messrs. Ewins & Harston.

Hongkong, 29th November, 1904. [1284]

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Cordouan*, from Havre ex s.s. *Laos*, from Bordeaux ex s.s. *Ville de Marseille*, and from Marseilles ex s.s. *Tourane*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon; TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 6th December, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th December, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 6th December, at 3 P.M. No Fire Insurance has been effected.

L. BRIDOU, Acting Agent.

Hongkong, 29th November, 1904. [9]

Intimations.

GREGOR & CO.

WINE

AND

SPIRIT MERCHANTS,

HONGKONG.

WILL OPEN their

OFFICE

ON THE

1st DECEMBER, 1904

AT

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR

(WM. POWELL & Co's old premises).

GREGOR & CO.

Hongkong, 23rd November, 1904. [1266]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. S. Co. For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [643]

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING and HERE the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"MOYUNE"	9th December.
GLASGOW and LIVERPOOL	"HECTOR"	14th December.
GLASGOW and LIVERPOOL	"SOBRALENSE"	17th December.
GLASGOW and LIVERPOOL	"HYSON"	20th December.
GLASGOW and LIVERPOOL	"PELEUS"	27th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	6th December.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
* GENOA, M'LES, HAVRE & L'POOL	"NINGCHOW"	22nd December.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	3rd January, 1905.
* GENOA, MARSEILLES & L'POOL	"HYSON"	17th January, "
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	20th January, "
	"PRIAM"	31st January, "

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	30th November.
	"PELEUS"	28th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

— Hongkong, 29th November, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	1st December.
MANILA	"TAMING"	6th "
KOBE	"CHINGTU"	7th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA" * †	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled table. A duty
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th November, 1904.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon midships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	AMOY and MANILA	SATURDAY, 3rd Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 10th Dec., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th November, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK via SUEZ CANAL.
PROPOSED SAILINGS.

Steamship	About
"CLAUDEMOORE"	30th December, 1904.
"RAS ISSA"	20th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schmidt	December 13th, 1904.
"NICOMEDIA"	4,170	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, "
"ARABIA"	4,483	Bable	February 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,
48, DES VOGES ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.

Prices Moderate. Telephone No. 519.

Hongkong, 1st October, 1904.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
Ten Cents (10 cts.) per Single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duty qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN
"KWONG TUNG" 1,238	H. W. WATKINS

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).Leave Canton for Hongkong about 5.00
Every Evening (Sunday excepted).These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class \$3.00 for Single Journey.
2nd " 1.50 " " "
Meals 1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return \$5.00, " " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON & CO., LD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 7.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, 30
cents; Return, 50 cents; Steerage, 10 cents.TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"ST. HUGO" 6th December.

"SHIMOSA" 18th "

For Freight and further information, apply
to DODWELL & CO., LIMITED,
Agents.

Hongkong, 23rd November, 1904.

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"NAMSANG"

Capt. Geo. Payne, will be despatched, as above,
TO-MORROW, the 30th instant, at 3 P.M.
For Freight or Passage, apply toJARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th November, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"

Captain G. S. Weigall, will be despatched as
above on FRIDAY, the 2nd December, at
3 P.M.This Steamer has Superior Accommodation for
First-class Passengers, and is fitted through-
out with Electric Light.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 28th November, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA."

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo—
From London, &c., via S.S. Mongolia.Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, the 29th instant, by the 5th December, at
4 P.M. will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 28th November, 1904.

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"ARMENIA,"

Captain Forst, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 5th December will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th December, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 28th November, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 12 o'clock Noon, the 28th instant,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 26th November, 1904.

NORDDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

of the NORDDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 30th instant, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 29th instant,
at 9.30 A.M.All Claims must reach us before the 5th
of December, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.NORDDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 23rd November, 1904.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 19th November, 1904 cts. per 5 lbs.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa 17

Comed—Ham Ngai Yuk 17

Roast—Shiu 17

Breast—Ngau Lam 17

Soup, Tong Yuk 14

Steak—Ngau Yuk Pa 18

Serjoin—Ngau Lau 26

Sauages—Ngau Yuk Chung 26

Bullock's Brains—Know 20

Tongue fresh—Ngau Li 45

Comed—Ham Ngau Li 55

Head—Ngau Tau 55

Heart—Ngau Sum 9

Hump, Salt—Ngau Kin 14

Feet—Ngau Kerk 14

Kidneys—Ngau Yiu 16

Tail—Ngau Mei 16

Liver—Ngau Con 9

Tripe, (undressed)—Ngai To 5

Calves' Head and Feet—Ngau chait-
tau-keok 75

Mutton Chop—Yeung Pai Kwat 24

Leg—Yeung Pei 24

Shoulder—Yeung Shau 24

Pigs' Chillings—Chi cheong 16

Brains—Chi Know 12

Feet—Chi Kerk 12

Fry—Chi Chak 12

Head—Chi Tau 15

Heart—Chi Sum 8

Kidneys—Chi Yiu 7

Liver—Chi Kon 24

Pork, Chop—Chi Pai Kwat 20

Corned—Ham Chu Yuk 17

Leg—Chu Pei 17

Fat or Lard—Chu Yau 24

Sheeps' Head and Feet—Yeung Tau 17

Keok 55

Heart—Yeung Sum 6

Kidneys—Yeung Yiu 10

Liver—Yeung Con 20

Sucking Pigs, To Order—Chu Chai 16

Suet, Beef—Sang Ngau Yau 20

Mutton—Sang Yeung Yau 17

Veal—Ngau Chai Yuk 18

Sausages—Ngau Chai Yuk Tong 15

POULTRY.

Chicken—Kai Chai 28

Capons, Large, Small—Sin Kai 30

Ducks—Ap 22

Doves—Pan Kau 15

Eggs, Hen—Kai Tan 30

Fowls, Canton—Kai 34

Hainan—Hoi Nam Kai 24

Geese—Ngai 20

Geese, Wild Shanghai—Sheung Hoi Ye 20

Ngo 1

Musk Deer—Wong Keng 75

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA."
Captain F. R. Summers, carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 3rd
December, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. China, 7,912 tons,
from Colombo, Passengers' accommodation in
which vessel is secured before departure from
Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia,
due in London on the 15th January, 1905.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent,

Hongkong, 19th November, 1904. [14]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 13th December, at
1 P.M., the Company's Steamship
"TOURANE," Captain Girard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on MONDAY, the 12th December, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

L. BRIDOU,

Acting Agent.

Hongkong, 26th November, 1904. [9]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Pleides	3,753	F.G. Purington	Ab. Dec. 17
Tremont	9,606	T. W. Garlick	Jan. 10
Lyra	4,417	G. V. Williams	Feb. 9
Pleides	3,753	F.G. Purington	Mar. 4

† Cargo only.

FOR MANILA.

The largest, stendiest, and most comfortable
steamer for Manila.

Tremont, 9,606 T. W. Garlick, Ab. Dec. 28

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*

have just been fitted with very superior accom-

modation for first and second class passengers.

The large size of these vessels ensures step-

ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further Information, apply to

DODWELL, & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 29th November, 1904. [12]

To Let.

TO LET.

A T East Point, a NEW BRICK-BUILT
2-STORIED GODOWN, with Water
Frontage.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 26th November, 1904. [1379]

TO LET.

FURNISHED ROOM and BATH-ROOM
in Caine Road.

Apply—

"ROOM,"

C/o This Paper.

Hongkong, 21st November, 1904. [1258]

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. WATSON & Co., Limited.

Hongkong, 16th June, 1904. [729]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [1259]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436]

TO LET.

NO. 1, RIFON TERRACE in FLATS.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 18th October, 1904. [1956]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleaned and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 17th November, 1904. [1966]

TO LET.

WILD BELL BUILDINGS, No. 147,
WAN CHAI ROAD, comfortable and
airy flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904. [46]

Intimations.

NOTICE OF REMOVAL.

A FOOK & Co.,

SHIP AND HOUSE COMPRADDORES,

have this day

REMOVED

TO

NO. 12, POTTINGER STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904. [1184]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that
she will be pleased to receive orders for all kinds

of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Can-

den's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superioress will also be most grateful

for any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor Schools,

who are taught by the Sisters.

Hongkong, 22nd April, 1894.

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & ROTHS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.	
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$1,000,000 \$7,000,000 \$350,000	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	6 % \$710 buyers London £70	
National Bank of China, Limited.	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 % \$39	
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 £2,739	\$150,494	\$17 for 1903	6 1/2 % \$250	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,992 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 % \$631 buyers	
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £4 for 1903	8 1/2 % Tls. 96	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,250,000 £20,000 \$372,749 \$893,111 \$846,771	\$2,078,997	\$35 for 1903	5 1/2 % \$665 buyers	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$186,284	\$12 for 1902	8 % \$150	
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$125,675 \$2,561	\$320,017	\$6 dividend & \$2 bonus for 1902	8 % \$90 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,268 \$371,115	\$371,115	\$22 1/2 for 1902	6 1/2 % \$335 buyers	
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	6 % \$24	
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	6 % \$34 buyers	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 % \$291 sales	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 % \$128 sellers	
Shanghai Tug and Lighter Company, Limited.	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 1/2 % Tls. 521 buyers Tls. 50 sellers	
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 1/2 % Tls. 50 sellers	
"Shell" Transport and Trading Company, Limited.	2,000,000	£1	£1	£40,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 % 24/-	
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	5 1/2 % \$40	
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 % \$150 sellers	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 % Tls. 30	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$335 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	4 1/2 % Tls. 60	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 % Tls. 61 sellers	
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,810	No. 3 of 1/6	6 1/2 % G \$16 buyers	
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$67,091	Interim of 50 cents, account 1904	...	\$5 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$490
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 351,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$50,000	\$10,517	\$3.75 for 1903	8 % \$46 sellers	
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$350,000	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 % \$115 sellers	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half-	7 1/2 % \$218 buyers	
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	...	year 1904	7 1/2 % \$202 buyers	
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	\$14 for 1903	4 1/2 % \$27	
Riley Haigraeves & Co., Limited.	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 % \$112	
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$49,936	\$7 dividend	6 1/2 % Tls. 180	
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 11 for year end 30.4.04	7 1/2 % Tls. 135	
Shanghai and Hongkew Wharf Company	12,000	Tls. 100	Tls. 100	Tls. 50,000	Tls. 22,895	Interim of Tls. 4 for 1904	5 1/2 % Tls. 134	
Tanjong Pagat Dock Company, Limited	37,000	Tls. 100	Tls. 100	Tls. 1,050,000	\$143,732	First year	...	\$240 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$6 for 2nd half year 1903	9 1/2 % Tls. 190 sales	
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 1/2 % \$20 sales	
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	6 % \$20 sales	
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 2	7 1/2 % Tls. 190 sales	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	8 % \$20 sales	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$6 for 1904	...	\$20 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	...	\$20 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$50,000	\$9,177	90 cents for 1903	...	\$20 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.50 for 1903	...	\$20 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 % Tls. 125	
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2 for 1901	7 % Tls. 12 buyers	
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	None	...	\$60 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	\$60 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 % Tls. 25 sales	
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	4 1/2 % Tls. 12 buyers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$0	none	\$22,862	50 cents for the year ending 31.7.04	4 1/2 % Tls. 201 buyers	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,008	Tls. 88,034	Interim of 5 % a/c 1898	...	Tls. 374 sellers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 150
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	\$100
CIGARS AND TOBACCO COS.								
Alhambra, Limited	7,500	\$200	\$200	\$779	nil	\$25 for year ending 30.6.1900	...	\$91
Philippine Company, Limited	7,500	\$10	\$10	First year	...	Tls. 65 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$250,000 \$25,000	Tls. 1,091	Interim of Tls. 3	8 % \$15 ex div.	
MISCELLANEOUS.								
A. S. Watson & Co., Limited	50,000	\$10	\$10	none	\$2,883	Interim of 50 cents for 1904	6 1/2 % \$5	
Bell's Asbestos Eastern Agency, Limited	8,654	12/6	12/6	none	£161	6d. per share for 1903	7 1/2 % \$40 buyers	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	11 1/2 % \$22 sellers	
Central Stores, Limited	6,600	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	...	\$100
Do. (Founders')	123	\$15	\$12	None	6 1/2 % \$8 sellers	
Do. (New Issue)	24,000	\$15	\$12	none	First year	Preferential of 7 per cent for 1904	5 1/2 % \$121 buyers	
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	8 % Tls. 75 buyers	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	...	\$10
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	8 1/2 % \$91 sales	
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	...	\$12 sales
Dairy Farm Company, Limited	75,000	\$10	\$10	\$12 for year ending 31.7.1903	...	Tls. 40 sellers
E. L. Mondon, Limited	21,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	7 1/2 % \$100 sales	
Fraser & Neave, Limited	4,500	\$50	\$50	\$12,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	4 1/2 % \$12 sellers	
Green Island Cement Company, Limited	200,000	\$10	\$10	\$50,000	\$13,115	\$1.50 for 1903	11 1/2 % \$37 sales	
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000 £33,109 £3,000	\$7,625	Final of \$1 1/2 making \$3 1/2 for 1903	7 1/2 % \$160 buyers	
Hongkong & China Gas Company, Limited	7,000	£10	£10	none	...	£1 div. and 2/- bonus for 1903	6 1/2 % \$15 buyers	
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$100 for year ending 31.4.1904	8 % \$9 buyers	
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	50 cents for year ending 30.11.1903	6 1/2 % \$200	
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$30,000	\$4,843	Interim of \$4 for 1904	7 1/2 % \$255	
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$35,000	\$5,895	\$10 for 1903	7 1/2 % \$10 buyers	
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$1,500	\$299	Final of 70 cts. on 10 cts. bonus making \$1.00 for year ended 30.9.04	6 1/2 % \$20 ex div.	
Katz Brothers, Limited	1,000	\$100	\$100	\$175,000	...	\$13 for 1903	9 1/2 % \$135 buyers	
Lat. Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$1,582	Interim of \$5	9 % \$135 buyers	
Maatschappij tot Mijl. Bosch- en Landbouw- plaat in Langkat.	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	3rd quarterly of Tls. 10, paid 15.9.04	12 % Tls. 298 sales	
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	7 1/2 % \$27 buyers	
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$3 1/2 for the year ending 30.6.04	9 % \$55 sellers	
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	First year	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 68,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 % Tls. 105 sales	
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 % Tls. 93 sales	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2 % Tls. 120 sales	
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 10,000	Tls. 7,369	Interim of 15/- for 1904	7 1/2 % Tls. 374 buyers	
Singapore Dispensary, Limited	600	\$10	\$10	\$6,000	\$850	\$5 for year ended 31.7.1903	5 1/2 % \$90	
South China Morning Post, Limited	6,000	\$5	\$5	none	Dr. \$39,030	None	...	\$2 nominal
Steam Lau. dry Company, Limited	5,000	\$5	\$5	none	\$3,944	60 cents for year ended 31.5.04	8 1/2 % \$4 sellers	
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	...	First year	...	\$160 sales
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$4 div. and 25 cents bonus for half year ended 30.6.04	7 % \$321 sales	
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$12,551	None	...	\$14 buyers
Tientsin Native City Waterworks Company, Ltd.	2,411	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	Tls. 110
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,250	Tls. 607	Final of Tls. 4 making Tls. 8 for 1903	6 1/2 % Tls. 134	
United Asbestos Oriental Agency, Limited	3,000	\$10	\$10	\$10,000	\$180	50 cents for year ended 31.5.1904	10 1/2 % \$10 buyers	
William Do. (Founders)	1,000	\$10	\$10	\$10,000	\$1,002	\$29.79 for year ended 31.5.1904	10 1/2 % \$10 buyers	
Wilkins, Limited	10,000	\$10	\$10	\$1,002	\$1,043	Final of 70 cents making \$1.20 for the year ending 30.6.1904	11 % \$11 sellers	
William Powell, Limited	11,000	\$10	\$10	\$3,000	\$58	\$11 sellers